

DRAFT

What is the EW Historic Preservation Commission?

- Town ordinance 2000-2001 p. A-25
- identify archive + protect historic + cultural heritage of the municipality
- preservation + restoration with citizens
- education re Town heritage

What is Historic Preservation? p. A-2

- Preservation Planning
- Protection + Registration
- Archeology
- Scenic Roads
- Environmental Protection
- Economic tax incentives, grants + funding

What is Historic Preservation to do with the ^{CLG} Town Plan?

- Connection to overall Vision p. 1-3

A) rural, village + business character.

PRESERVED / Attractive place to live.

B) guide residential/village development compatible with rural, village business small town character.

C) economic development that maintains this. + quality of life. - small town charm.

Reflects. pt

History of

"Conditions +

Trends in EW."

p. 1-4

Conserve Resources.

- Strategies:
 - open space - EW is a farming community
 - community assets - farms + mills
 - environmental quality - Mill ponds, rivers + streams, ↓ impervious structure, friendly buildings.

Guiding development: diversity, village district, small business, preservation as a business

Infrastructure : alternatives : reuse municipal/school
mtg areas.

Specifically p 2-10

Support Preservation of Historic + Cultural Assets

- "Our History is our Land" - Who we are EW.
- ID/Register National + State
- Historic Preservation Needs Municipal Tech.
Support.

Guiding Development with Historic Preservation

- Conservation Designs: Buffer Zones.
- Village/Rural Character: Historic District,
Village District, Main Street Projects.
- Business ↑ tax base: multiple diverse
small business for small town scale,
historic commercial tax credit,
grants, tourism dollars.

What has been accomplished? p. 2-10 & 11

Prior to 2004 : - the Commission + 265 Property Survey

- 4. National Register Properties
- + Recommendation of Surveyors.
- Demolition Delay ordinance 90d.
75y. (vs. ^{now} 180d./50y.)

2011: Establishment of First National Register
Historic District: Rural/Village District

2014: First work toward Scenic Road Loop
with National Register District

The to do List: (p. 5-5)

- ① ↑ Municipal Agency Cooperation - Consultation, Protection emphasis, funding
- ② Establish Process for Historic Commission to be involved with Development Review
- ③ ↑ Conservation that also Preserves Historic Cultural Assets - Historic Farms Buffer Zones, Historic Waterways ^{Scenic Road.} + Archeology.
- ④ Village District thru regulations and enhanced plan wording re architecture
Look for ^{historic} architect on retainer.
- ⑤ Establish Certified Local Government standing to open new avenues of funding.

Why Historic Preservation for EW. ?

1. MONEY - ↑ property value, ↑ municipal funds. private/public grants, Commercial tax credits, Business, tourism money.
2. GO GREEN - Trend: best small carbon footprint, all natural, energy efficient features, greenways, land conservation.
3. IDENTITY - We are a rural agricultural small village New England Community.

Cultural Resources

The citizens and government of East Windsor have recognized the importance of preserving the Town's historic and cultural past by adopted an ordinance in 2000 creating a Historical Commission. The Commission is charged to identify, archive, and preserve all historically significant municipal property, promote awareness and appreciation of the Town's history, and assist private historic property owners with preservation and restoration goals.

A private Historical Society is also active in East Windsor and operates a museum in the East Windsor Academy Building in Scantic.

Five structures in East Windsor, listed below, have been recognized on the State and National Registers of Historic Places.

Structure	Location
Broad Brook Company (Broad Brook Factory)	Broad Brook
Melrose Road Bridge	Melrose
Thompson Farmstead (Pease Farm)	Melrose
St. John's Episcopal Church	Warehouse Point
East Windsor Academy	Scantic

The East Windsor Historical Commission and the East Windsor Historical Society have identified a number of other structures and sites as important historic assets.

Structure	Location
Broad Brook Opera House	Broad Brook
Scantic Meeting House	Scantic
Post Road Milestone	Scantic
Geissler Barber Shop	Scantic
Osborn Mill	Scantic
Scantic Covered Bridge	Scantic
✓ Melrose School	Melrose
Warehouse Point School House	Warehouse Point
Warehouse Point Silk Mill	Warehouse Point
Residence on South Main Street	Warehouse Point
Tavern on Bridge Street	Warehouse Point
Windsorville "Church among Trees"	Windsorville
• Windsorville Schoolhouse	Windsorville

List from State Listing.

National Register

Designation as a National Historic Landmark or listing on the National Register of Historic Places (NRHP) is largely ceremonial. People typically assume the National Register of Historic Places is a protective program when it is actually only a recognition program.

This recognition entitles a property owner to display a commemorative plaque but only directly affects activities involving federal and/or state funding. It has little or no impact on the activities of the private sector. For renovations to income-producing properties, preservation tax credits are available if renovation is conducted in accordance with federal guidelines.

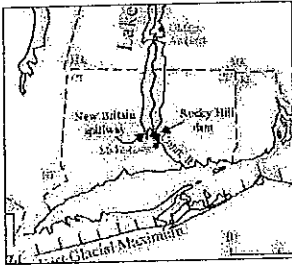
State Register

Listing on the State Register of Historic Places (SRHP) is also largely ceremonial. This recognition also only directly affects activities involving Federal and/or state funding and has little or no impact on the activities of the private sector.

Conditions and Trends

History of East Windsor

Glacial Lake Hitchcock



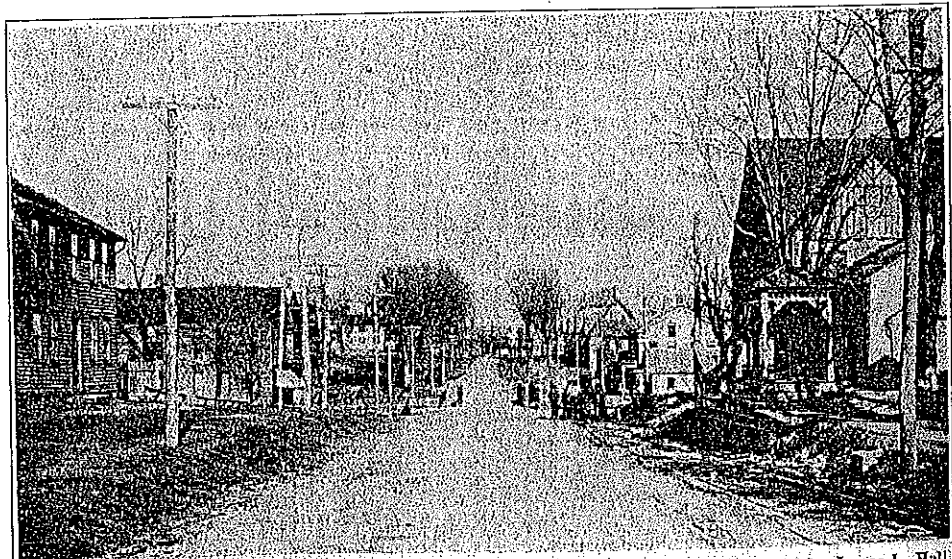
East Windsor's landscape is primarily the result of glacial processes occurring approximately 15,000 to 18,000 years ago. As the glacial wall retreated northward, deposits created a huge dam across what is now the Connecticut River Valley, a rift valley created by tectonic forces 65 to 225 million years ago. What is today called Lake Hitchcock formed behind the dam, covering most of the land that makes up East Windsor.

When the dam ultimately failed, the fine silts and clays deposited over thousands of years were exposed. Receding water carved terrace escarpments across the former lake bottom, many of which remain evident today. More significantly, this process left behind the flat, fertile, and relatively stone free soils that attracted early settlers. lands

HC. Native Americans may have settled in this area about 10,000 years ago. By the early 1600s, human settlements in this area had organized into several Native American tribes (Tunxis, Poquonocks, and Podunks). These tribes subsisted primarily as hunters and gatherers although there is evidence they also fished and did rudimentary agriculture.

Early European exploration, notably by Dutchman Adriaen Block, attracted additional exploration and the opening of trade with the Native American tribes along the shoreline and inland along the "great tidal river." Settlers were attracted from the Massachusetts Bay Colony and in 1633 the Town of Windsor was settled. Windsor eventually divided into at least 20 towns including, in 1768, the Town of East Windsor.

Broad Brook 1905



MAIN STREET in Broad Brook looking north in 1905, Opera House on right. —[Photo loaned by James L. Hall]

From a census population of 2,600 in 1790, East Windsor grew to 3,600 by 1849. East Windsor was primarily an agricultural community through the Colonial period and well into the 19th century. Farming and population declined before the Civil War as residents left for better farming opportunities elsewhere, and the town's population declined between 1840 and 1860.

The railroad arrived in the 1860, followed by trolleys around the turn of the century. Both were important means of public transportation until the advent of the automobile. By 1929, buses replaced trolleys as the main form of public transportation.

From the end of the Civil War through 1940, the population stabilized between 3,000 and 4,000 persons, supported by continued agriculture and small industries, most notably the Broad Brook Woolen Mill, which employed several hundred people until its closure in 1953. State initiative.

The post-World War II spread of people into suburbs and the post-war baby boom hit East Windsor along with many Connecticut towns, and the effects are still seen today. Along with the population came new economic forces, leading to the diverse and growing industrial and commercial activity seen in East Windsor today.

Over the past 100 years, five distinct village centers within East Windsor have arisen and assumed considerable importance to the community. Maintaining and enhancing the intrinsic character of East Windsor will require careful planning attention to these village centers.

Although industrial and commercial development dominate the economic picture of East Windsor today, its landscape and soils still influence land use in the town. Sand and gravel is mined for use in development. Agriculture remains an important business activity, both economically and culturally. Nursery growers take advantage of the fertile, flat soils. Commercial and private horse farms are numerous and shade grown tobacco is still an important crop grown in East Windsor.

More recent developments that have significant planning implications are the establishment of industrial districts and regional commerce centers. The Town has encouraged such development through the creation of industrial parks and the development of sanitary sewers in certain areas.

East Windsor's economy has evolved and adapted to trends that have affected all of Connecticut over the years. Most recently, the Town's favorable location relative to transportation, commuting, and other commercial and industrial centers is driving its economic development and is a major factor in planning for the Town's economic future. At the same time, as will be discussed, this favorable location, combined with the quality of life and intrinsic character of the Town, is attracting new residential development, another key planning factor.

Text and Tables

East Windsor Villages

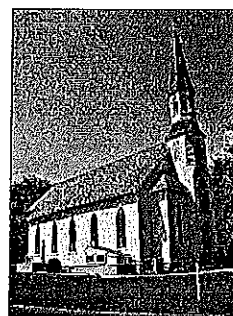
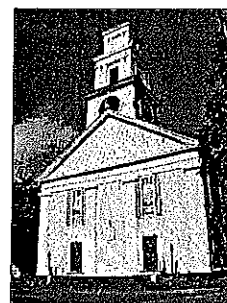
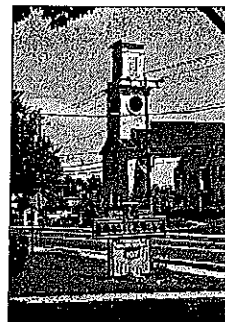
Broadbrook

Warehouse Point

Melrose

Windsorville

Scantic



Visions for East Windsor

In preparing this Plan of Conservation and Development, extensive effort was made to engage the community and obtain direct input to the planning process. Based on this outreach, the results of research and analysis, and discussions by the Planning and Zoning Commission, the Commission identified the major conservation, development, and infrastructural issues facing the community. The community's views on these issues were confirmed by a detailed telephone survey of 402 East Windsor residents, conducted by the Center for Research and Public Policy. The survey results are summarized throughout the Plan and a complete report is on file in the Town Planning Office.

"I like the small town feel..."

Survey Comment

It became clear that the overriding issue facing the community is future development. Approximately 58% of the Town's land area remains undeveloped, and 80% of that area is currently zoned for residential use. Residential growth can have significant impacts on a community if not carefully guided.

While there is currently land available for additional business development, ensuring the long term availability of land and the necessary infrastructure for business development will require action by the Town. Business development provides taxes, services, and jobs that can benefit a community.

How East Windsor is developed will affect the community's character, its fiscal condition, and the quality of life. To address these issues, the following visions were established as the guiding principles of this Plan of Conservation and Development. In addition to the specific strategies of this Plan, these visions guide the Town's evaluation of actions requiring Planning and Zoning Commission review for consistency with the Plan, under Connecticut General Statutes Section 8-24.

Visions for East Windsor

1. **The rural, village, and business character that define East Windsor must be preserved to keep the Town an attractive place to live and do business.**
2. **Residential and village area development must be carefully guided to ensure compatibility with community character and allow East Windsor to prepare for the impacts of future growth.**
3. **Economic development must be retained and expanded to support the community with services, jobs, and taxes, while remaining sensitive to the community's environment and quality of life.**

To achieve these visions, this Plan identifies a series of strategies, summarized on the following page. For each strategy, a set of action steps designed to accomplish specific objectives. Several of the strategies are characterized as "Primary Strategies" because they address particularly important objectives or cover a wide range of objectives.

Strategies to Achieve East Windsor's Planning Visions

Strategy	Planning Visions		
	Preserve Community Characters	Guide Residential & Village	Encourage Economic Development
Core Strategy: Conserving Community Resources (Ch. 2)			
Preserve More Open Space			
Preserve Community Assets			
Protect Environmental Quality			
Core Strategy: Guiding Development (Ch.3)			
Refine Residential Development Regulations			
Maintain Housing Diversity			
Define Village Area Development			
Restructure Business Zoning			
Provide Adequate Business Development Infrastructure			
Improve Municipal Economic Development Capability			
Core Strategy: Meeting Infrastructure Needs (Ch. 4)			
Address Municipal Facility Needs			
Address Other Public Facility Conditions			
Plan for Future School facility Needs			
Meet Infrastructure Needs			

Scantic Village



Tobacco Barn



**Preliminary Scenic Road
Candidates**

Scantic Road
Wapping Road
Rye Street
Chamberlain Road
Broadbrook Road (Rt 191)
East Road

Action: Protect Scenic Roads

The Historical Commission has proposed a Scenic Road Ordinance which would assign designation authority to the Planning and Zoning Commission. The Historical Commission, Conservation Commission, and Planning and Zoning Commission will evaluate the town road system for Scenic Road candidates. Priority recommendations are identified on the map on the facing page and listed in the sidebar. Because of the restrictions that such designation imposes, the Town Public Works Department should be consulted in the designation process.

Action: Support Preservation of Historic and Cultural Assets

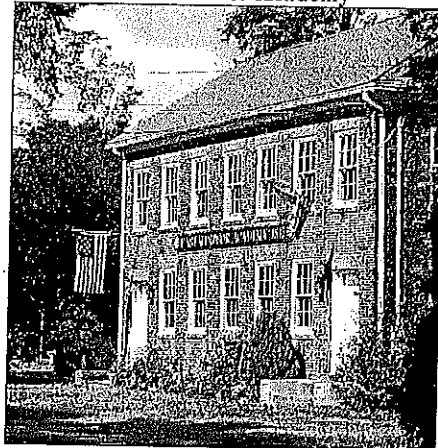
An important strategy will be for the Town to continue supporting the Historical Commission's efforts to add structures to the National and State Historic Places lists, identify additional structures with historic value, and propose other municipal actions to preserve these assets.

The Board of Selectmen is best positioned to provide support for future Historic List designations. The volunteer Historic Commission efforts should also be supported by the Town, including staff or technical support if necessary to complete Historic List designation applications.

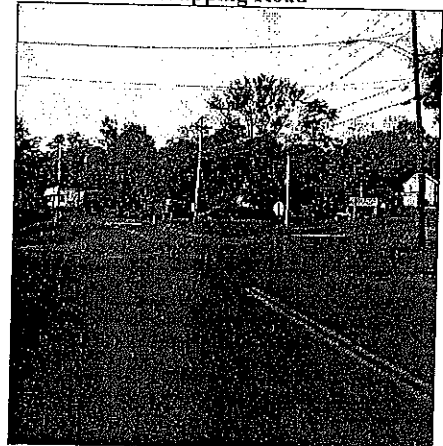
East Windsor should evaluate future land use and development options for compatibility with the continued viability of the Trolley Museum as a regional attraction. Development patterns along Route 140, as discussed in the section on business development in Chapter 3, may have an impact on the museum and should be considered in that light. The Town should remain prepared to cooperate with the museum management to facilitate promotion and expansion of the museum.

Town government should also continue to support the efforts of the Historical Commission to maintain and preserve historic structures identified by the Commission as important to preserve the Town's unique identity.

East Windsor Academy

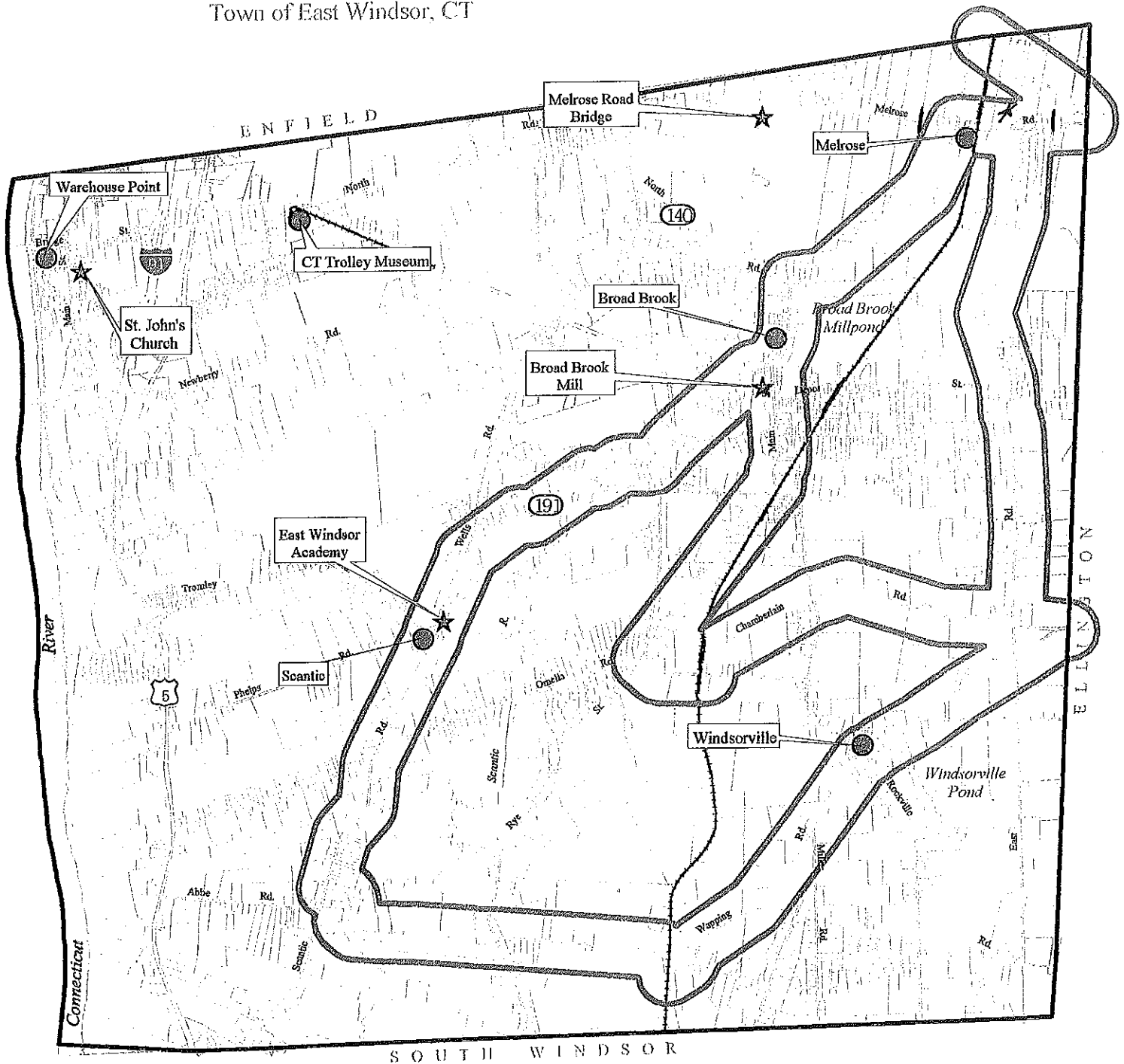


Wapping Road



Historical and Cultural Resources

Town of East Windsor, CT



Legend

Scenic Road Loop (Conceptual)

Points of Interest

Historic Places

Rail

Water and Watercourses

2000 0 2000 Feet



Planimetrics

31 Ensign Drive, Avon, CT 06001 860-677-5267

Core Strategy: Conserving Community Resources

Strategies and Actions

What	✱	⊕	Who	Done
Primary Strategy: Preserve More Open Space				
Action - Develop an Open Space Preservation Program				
• Establish a separate <u>Conservation Commission</u> and assign it to implement open space program	✱	1	BOS	<input type="checkbox"/> ✓
• Develop open space <u>evaluation</u> tools	✱	1	CC	<input type="checkbox"/>
• Recommend open space priorities for regulations and other open space efforts in East Windsor	✱	1	CC	<input type="checkbox"/>
• Establish open space funding mechanisms	⌚	A	BOS, BOF, CC	
• Prepare, implement, and regularly update an Open Space Action Plan	✱	2	CC	<input type="checkbox"/>
• Maintain an inventory of existing open space	⌚	A	CC	<input checked="" type="checkbox"/>

H.C. 1-5y.

Strategy: Preserve Community Assets				
Action - Continue 490 Tax Abatement for Farmland	⌚	A	BOS, BOF	
Action - Ensure Supportive Standards for Farming Activities	⌚	B	PZC, BOS	
Action - Provide Marketing Support for Local Farms	⌚	B	EDC, PW, BOS	
Action - Adopt Policy for Agricultural Use of Municipal Land	✱	3	CC, BOS	<input type="checkbox"/>
Action - Protect Scenic Roads	✱	2	HC, BOS, PZC, PW	<input type="checkbox"/>
Action - Support Historic and Cultural Assets	⌚	A	HC, EDC, BOS	

H.C.

H.C. 1-5y.

H.C. High Priority

Strategy: Protect Environmental Quality				
Action - Separate Wetlands and Conservation Commissions	✱	1	BOS, IWWA/CC	<input type="checkbox"/>
Action - Adopt Aquifer Protection Regulations	✱	1	PZC, BOS	<input type="checkbox"/>
Action - Revise Earth Excavation Regulations	✱	2	PZC	<input type="checkbox"/>
Action - Revise Impervious Surface Standards	✱	2	PZC	<input type="checkbox"/>
Action - Consider Environmental Ordinances	✱	2	BOS, CC	<input type="checkbox"/>
Action - Monitor Existing and Potential Environmental Problems	⌚	A	CC	
Action - Continue Regional Environmental Program Participation	⌚	B	BOS, CC, IWWA	

H.C.

H.C. 1-5y. Buffers.

Core Strategy: Guiding Development

Residential and Village Strategies and Actions

What	*	⦿	Who	Done	
Primary Strategy: Refine Residential Development Regulations					
Action – Revise Residential Zoning Standards	✕	1	PZC	<input type="checkbox"/>	HC
Action – Strengthen Incentives for Conservation Subdivisions	✕	2	PZC	<input type="checkbox"/>	
Action – Refine Open Space Set-aside Regulations	✕	1	PZC, CC	<input type="checkbox"/>	HC.
Action – Revise Street Design Regulations	✕	2	PZC, PW	<input type="checkbox"/>	HC 1-5y.
Strategy: Maintain Housing Diversity					
Action – Reevaluate Multifamily Zoning	🔔	A	PZC		
Action – Permit Age-restricted Planned Residential Development	✕	2	PZC	<input type="checkbox"/>	
Strategy: Define Village Area Development					
Action – Evaluate Village District Designation	✕	1	PZC, HC, BOS	<input type="checkbox"/>	HC 1-5y.
Action – Establish Rural Village Delineations and Standards	✕	2	PZC, HC, BOS	<input type="checkbox"/>	HC 1-5y.
Action – Maintain Residential Standards for Melrose	🔔	A	PZC		High
Action – Ensure Protection of Historic Structures	🔔	A	PZC, HC		High

Study: Old, small buildings are better for cities than gleaming skyscrapers

By Brett Zongker
Associated Press

to a study released Thursday. Neighborhoods and commercial areas with a mix of older, smaller buildings make for more vibrant, walkable communities with more businesses, nightlife and cultural outlets than massive newer buildings, according to the National Trust

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for Historic Preservation's study.

Researchers examined block-by-block data from Seattle, San Francisco and Washington, in part for their hot real estate markets and development pressures. The analysis found that corridors with smaller, older buildings generally perform better for the local economy than areas with newer buildings that might stretch an entire block.

Older buildings become magnets for young people and retirees alike, researchers said. They draw more shops, restaurants, entertainment venues, small businesses owned by women and minorities, and jobs. On a per-square-foot basis, small building corridors have a larger concentration of jobs, businesses and creative sector jobs than downtown skyscrapers. In Seattle, commercial areas with smaller, more age-diverse buildings have 36.8 percent more jobs per square foot than areas with newer, larger buildings.

Kansas girl, 8,

By The Associated Press

GALENA, Kan. — An 8-year-old southeast Kansas girl is being hailed for her quick, calm thinking after she grabbed the steering wheel and drove the family's SUV when her mother fell unconscious on their highway ride to school.

Abby Porter and her mom, Shelly, were on Kansas 66 headed to her school in Riverton early Wednesday when Shelly had a medical emergency and passed out behind the wheel, Galena Police Chief Larry

Historic corridors in these cities

are often active from morning to night, said lead researcher Michael Powe, an urban planner with the National Trust's Preservation Green Lab in D.C., these areas draw more non-chain, local businesses. In San Francisco, they generate more jobs based in small businesses.

Researchers acknowledge that other factors also contribute to success in the three cities.

Still, after evaluating business districts based on 47 economic, social and environmental metrics, Powe said he was surprised to see the data clearly demonstrate what preservationists thought to be true.

"People want to be where there's an interesting and exciting mix of the old and new," he said. "Now we have all this data to back up what I think preservationists and planners have sort of known for decades."

The study examined such historic neighborhoods as San Francisco's

takes the wheel in emergency

Delmont said Thursday.

With her mother slumped over, Abby — whose father sometimes lets her steer their tractor and lawn mower — leaned over and took the wheel. Delmont said at some point, Abby even executed a U-turn on the four-lane highway, "because she was going home to her daddy."

"That's at 8:37 in the morning, and there is a lot of traffic, a lot of trucks," Delmont said.

Officer Jimmy Hamilton noticed the SUV going about 20 mph and

rapidly changing. Mid-Market, where Twitter moved its headquarters, Seattle's Capitol Hill and Chinatown International District, and Washington's Barracks Row and H Street corridor, where a streetcar line has been built. Many high performing areas in the study have commercial corridors that were originally built up in the 20th century streetcar era.

National Trust President Stephanie Meeks said the group hopes developers and city planners will consider the data.

"There is a lot of economic capability in older and smaller buildings and in historic districts that's often overlooked," she said. "We hear from time to time, 'well, it's just easier to tear it down and to start over.' ... So we feel compelled to put the strongest argument forward that it's worth the effort to invest in these places, not just from a cultural standpoint but from an economic standpoint."

weaving a bit between the two lanes, and suspected someone was driving under the influence. As he got closer he noticed the woman slumped over in the driver seat and saw Abby at the wheel.

Hamilton told her she needed to bump into him to stop the car, but Abby said she didn't want to because she was afraid.

He convinced Abby bumping into his car was OK.

"I never saw her cry," Hamilton said. "She stayed with it."